

PRIORITY
СРОЧНОСТЬADDRESSEE(S)
АДРЕСАТ(Ы)

<<= FF

22.12.2015 Trenton - Trenton

FILING TIME
ДАТА И ВРЕМЯORIGINATOR
ОТПРАВИТЕЛЬSPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND / OR ORIGINATOR
СПЕЦИАЛЬНОЕ ОБОЗНАЧЕНИЕ АДРЕСАТОВ И / ИЛИ ОТПРАВИТЕЛЯ3. MESSAGE TYPE
ТИП СООБЩЕНИЯ

<<= (FPL

7. AIRCRAFT IDENTIFICATION
ОПЗНАВАТЕЛЬНЫЙ ИНДЕКС ВС

- O S Y 3 3 F

8. FLIGHT RULES
ПРАВИЛА ПОЛЕТА

- I

TYPE OF FLIGHT
ТИП ПОЛЕТА

M <<=

9. NUMBER
КОЛИЧЕСТВО

-

TYPE OF AIRCRAFT
ТИП ВС

T 1 5 4

WAKE TURBULENCE CAT
КАТЕГОРИЯ ТУРБУЛЕНТНОСТИ

/ M

10. EQUIPMENT
ОБОРУДОВАНИЕ

- SDHRYXW/S

13. DEPARTURE AERODROME
АЭРОДРОМ ВЫЛЕТА

- C Y T R

TIME
ВРЕМЯ

1 3 0 0 <<=

15 CRUISING SPEED
КРЕЙСЕРСКАЯ СКОРОСТЬ

- N 0 4 6 0

LEVEL
ЭШЕЛОН

F 3 5 0

ROUTE
МАРШРУТ

TIGET Q921 PESAC YQB

J560 YRI J568 YGP DCT 4850N06331W/N0295A070/0135 4846N06434W/N0295A080
 4831N06804W 4828N06838W 4821N07038W 4818N07115W/N0295A100
 4803N07750W/N0295A090 4617N07928W/N0295A080 4505N07955W 4430N07956W
 4413N07954W 4349N07954W 4329N07953W 4313N07955W 4332N07936W
 4351N07900W 4400N07754W 4407N07732W

TOTAL EET
ОБЩЕЕ РАСЧЕТНОЕ ИСТЕКШЕЕ ВРЕМЯ6. DESTINATION AERODROME
АЭРОДРОМ НАЗНАЧЕНИЯ

C Y T R

HR.
ЧАС.

0 5 3 0

MIN.
МИН.ALTN AERODROME
ЗАПАСНЫЙ АЭРОДРОМ

C Y U L

2ND ALTN AERODROME
2-ОЙ ЗАПАСНЫЙ АЭРОДРОМ

C Y Y Z

18. OTHER INFORMATION
ПРОЧАЯ ИНФОРМАЦИЯ

- PBN/L1B2B4 DOF/151222 REG/RF85655 EET/CZUL0015 CZYZ0340

OPR/RUSSIAN OPEN SKIES PER/D

> <<=

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)
ДОПОЛНИТЕЛЬНАЯ ИНФОРМАЦИЯ (НЕ ПЕРЕДАВАЕМАЯ В СООБЩЕНИЯХ ФПЛ)19. ENDURANCE
ЗАПАС ТОПЛИВА
HR.
ЧАС.

E/ 0 7 3 0

PERSONS ON BOARD
ЧИСЛО ЛИЦ НА БОРТУ

P/ T B N

EMERGENCY RADIO
АВАРИЙНОЕ РАДИООБОРУДОВАНИЕ
 → R/ U V E
 UHF
УВЧ VHF
ОВЧ ELT
АРМ
SURVIVAL EQUIPMENT
СПАСАТ. ОБОРУДОВАНИЕ

→ S / P

POLAR
ПОЛЯРНОЕ

D

M

J

→ J / L

F

U

V

DINGHIES
ЛОДКИ

→ D / 1

NUMBER
ЧИСЛОCAPACITY
ВМЕСТИМОСТЬ

3 0

COVER
ЗАКРЫТЫЕ

→ C

JACKETS
ЖИЛЕТЫ

→ J / L

LIGHT
СВЕТFLUORES
ФЛЮОРЕСЦЕНЦИЯUHF
УВЧVHF
ОВЧAIRCRAFT COLOUR AND MARKINGS
ЦВЕТ И ЗНАКИ ВОЗДУШНОГО СУДНА

A / LINE WHITE/BLUE/RED

REMARKS
ПРИМЕЧАНИЕ

→ N /

PILOT-IN-COMMAND
КОМАНДИР ВОЗДУШНОГО СУДНА

C /

FILED BY

ПЛАН ПОЛЕТА ПРЕДСТАВЛЕН

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
ДОПОЛНИТЕЛЬНАЯ ИНФОРМАЦИЯ

A0488124_1-A-2016-00590-00001

s.19(1)

PRIORITY
СРОЧНОСТЬ

ADDRESSEE(S)
АДРЕСАТ(Ы)

<<= FF

20.12.2015 Trenton-Trenton

FILING TIME
ДАТА И ВРЕМЯ

ORIGINATOR
ОТПРАВИТЕЛЬ

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND / OR ORIGINATOR
СПЕЦИАЛЬНОЕ ОБОЗНАЧЕНИЕ АДРЕСАТОВ И / ИЛИ ОТПРАВИТЕЛЯ

3. MESSAGE TYPE
ТИП СООБЩЕНИЯ

<<= (FPL

7. AIRCRAFT IDENTIFICATION
ОПознавательный индекс ВС

O S Y 3 3 F

8. FLIGHT RULES
ПРАВИЛА ПОЛЕТА

I

TYPE OF FLIGHT
ТИП ПОЛЕТА

M

9. NUMBER
КОЛИЧЕСТВО

-

TYPE OF AIRCRAFT
ТИП ВС

T 1 5 4

WAKE TURBULENCE CAT
КАТЕГОРИЯ ТУРБУЛЕНТНОСТИ

I M

10. EQUIPMENT
ОБОРУДОВАНИЕ

- SDHRYXW/S

13. DEPARTURE AERODROME
АЭРОДРОМ ВЫЛЕТА

- C Y T R

TIME
ВРЕМЯ

1 4 5 0

15. CRUISING SPEED
КРЕЙСЕРСКАЯ СКОРОСТЬ

- N 0 2 9 5

LEVEL
ЭШЕЛОН

A 0 8 0

ROUTE
МАРШРУТ

4407N07732W 4414N07625W

4458N07608W 4517N07609W 4528N07530W 4538N07438W 4539N07418W 4531N07408W
4530N07323W 4540N07249W 4654N07105W/N0295A090 4748N06931W 4729N06827W
4716N06713W 4607N06655W/N0295A080 4549N06625W 4512N06559W 4459N06452W
4422N06440W 4410N06440W/N0295A070 4401N06444W 4418N06416W 4430N06330W
4444N06339W/N0295A080 4453N06331W/N0460F330 4850N06331W/N0460F340 DCT
YGP J568 YRI J560 YQB PESAC Q921 TIGET UTR

TOTAL EET
ОБЩЕЕ РАСЧЕТНОЕ ИСТЕКШЕЕ ВРЕМЯ

6. DESTINATION AERODROME
АЭРОДРОМ НАЗНАЧЕНИЯ

C Y T R

HR.
ЧАС.

0 5 4 0

ALTN AERODROME
ЗАПАСНЫЙ АЭРОДРОМ

C Y M X

2ND ALTN AERODROME
2-ой ЗАПАСНЫЙ АЭРОДРОМ

C Y Y Z

18. OTHER INFORMATION
ПРОЧАЯ ИНФОРМАЦИЯ

- PBN/L1B2B4 DOF/151220 REG/RF85655 EET/CZUL0025 CZQM0150 GZLU0330
CZY0510 OPR/RUSSIAN OPEN SKIES PER/D CZUL) <<=

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)
ДОПОЛНИТЕЛЬНАЯ ИНФОРМАЦИЯ (НЕ ПЕРЕДАВАЕМАЯ В СООБЩЕНИЯХ ФПЛ)

19. ENDURANCE
ЗАПАС ТОПЛИВА

HR.
ЧАС.

E / 0 7 3 0

PERSONS ON BOARD
ЧИСЛО ЛИЦ НА БОРТУ

P / T B N

EMERGENCY RADIO
АВАРИЙНОЕ РАДИООБОРУДОВАНИЕ

UHF
УВЧ

R / U

VHF
ОВЧ

V

ELT
АРМ

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SURVIVAL EQUIPMENT
СПАСАТ. ОБОРУДОВАНИЕ

S / P

POLAR
ПОЛЯРНОЕ

D

DESERT
ПУСТЫНЯ

M

MARITIME
МОРСКОЕ

J

JUNGLE
ДУЖУНГЛЕЙ

J

JACKETS
ЖАКЕТЫ

J / I

LIGHT
СВЕТ

L

FLUORES
ФЛЮОРЕСЦЕНЦИЯ

F

UHF
УВЧ

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VHF
ОВЧ

V

DINGHIES
ЛОДКИ

D /

NUMBER
ЧИСЛО

1

CAPACITY
ВМЕСТИМОСТЬ

3 0

COVER
ЗАКРЫТЫЕ

C

AIRCRAFT COLOUR AND MARKINGS
ЦВЕТ И ЗНАКИ ВОЗДУШНОГО СУДНА

A / LINE WHITE/BLUE/RED

REMARKS
ПРИМЕЧАНИЕ

N /

PILOT-IN-COMMAND
КОМАНДИР ВОЗДУШНОГО СУДНА

C /

FILED BY
ПЛАН ПОЛЕТА ПРЕДСТАВЛЕН

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
ДОПОЛНИТЕЛЬНАЯ ИНФОРМАЦИЯ

A0488124_2-A-2016-00590-00002

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National Defence

Défense nationale

Strategic Joint Staff
Arms Control Verification
National Defence Headquarters
Ottawa, Canada K1A 0K2État-major interarmées stratégique
Vérification du contrôle des armements
Quartier général de la Défense nationale
Ottawa, Canada K1A 0K2

3146-2 (SJS ACV 4-3)

19 January 2016

Distribution List

VERIFICATION MISSION REPORT OPERATION PASSIVE SKIES 15-2
RUSSIAN FEDERATION MISSION IN CANADA, 18-23 DECEMBER 2015

- References: A. Treaty on Open Skies 24 March 1992
 B. 3146-2 CDS 062/15 CDS TASKING ORDER OP PASSIVE SKIES 15-2
 141747Z DEC 15
 C. Operation PASSIVE SKIES 15-2 Mission Report 7 January 2016 (enclosed)

1. (U) From 18 to 23 December 2015, the Russian Federation conducted an Open Skies (OS) Treaty observation flight mission in Canada, pursuant to Reference A provisions. Operation PASSIVE SKIES 15-2 was the eleventh observation flight mission conducted by the Russian Federation in Canada since the Treaty on OS entered-into-force on 1 January 2002. Specifically, serial 15-2 was the second of two discrete missions undertaken during a single deployment to and then to Canada during the period 11-23 December 2015. The mission over Canada comprised two specific observation flight segments, flown on 20 and 22 December 2015 respectively.

2. (C/REL CAN) The Russian Federation TU-154M observation flight and mission crew consisted of 29 military personnel from the Russian National Nuclear Risk Reduction Centre. The Canadian national escort team consisted of seven flight mission and technical support personnel from SJS ACV, augmented by one Chief of Military Personnel(CMP)/Director General Military Careers mission specialist (former ACV) and two military augmentees serving as interpreters; one each from GDA/CFSTG HQ and ADM(MAT)/PMO CSC.

3. (C/REL CAN Following news that the main runway at the Halifax International Airport was closed and due in part to the marginal weather in the Maritimes, the Russian mission crew elected to use 8 Wing Trenton (Canadian OS Point of Entry) as the only OS airfield for this mission. The first segment, flown on 20 December 2015, included over-flights over the following areas with poor to acceptable imagery: Belleville, Kingston, Ottawa, Montréal, Québec City and Halifax. No flights were conducted on 21 December 2015.

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The next segment of the observation flight occurred on 22 December 2015. Due to bad weather, only approximately 20% of desired targets were successfully imaged. This observation segment was terminated after passing the Val D'Or area due to the thick cloud cover below the airplane. The mission diverted back to Trenton after a 3.5 hour observation segment. Segment 2 initially intended over-flights of the following areas: Gaspé, Bagotville, Val D'Or, Borden, Toronto, Hamilton and Trenton.

4. (C/REL CAN) Poor to marginal in all overflight areas prevented the Russians in acquiring some electro-optical imagery of their observation targets and resulted in an estimated 25 percent imagery success on Segment One while the estimate is only 20 percent imagery success for Segment Two. As prescribed by the Treaty, Canada will be provided a certified first copy of all imagery acquired, which will be retained and available for further review and assessment by authorized agencies, upon formal request to SJS ACV.

5. (C/REL CAN Although sensor resolution is limited to 30 centimetres under the Treaty, Open Skies observation aircraft fly at low altitudes and are capable of collecting images unavailable through other means. Oblique observation angles and near-simultaneous imagery capture by multiple on-board sensors constitute unique capabilities that can be utilized to create an image compendium of sites and areas overflown, thereby providing elements of a multi-sourced intelligence picture. Accordingly, to protect against undue exploitation, actions taken by SJS ACV as part of its national responsibilities included the following:

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6. (C/REL CAN) Note that no post-mission imagery assessment concerns have been raised by departmental or other national stakeholders to date, with determination of further analysis and assessment requirements pending.

7. (U) Operation PASSIVE SKIES 15-2 was successful in fulfilling Canada's legally binding obligations and rights under the Treaty as the observed State Party. Favourable feedback was received from Russian Federation officials concerning the professional manner in which they were received during this mission. Trenton once again proved to be highly suitable as the Canadian Open Skies Point of Entry, given their nearby accommodation facilities and quality airfield support.

8. (C/REL CAN) The detailed report of this mission is submitted herein for your information. Anticipated increases in the Russian Federation's use of available observation flight quotas, along with the introduction of the new Tupolev TU-214 OS mission platform with its digitized electro-optical and infra-red mission systems, will require commensurable increases in monitoring, notification and coordinated preparation of affected installations, facilities and centres. Such stepped-up activity will necessarily entail additional resources to ensure that sufficient security safeguards are in place. For the 2016 Open Skies flying season, which commenced on January 1st 2016, the Russian Federation has been allocated one quota observation flight over Canada.



P.J. Williams

Colonel

Director Arms Control Verification

Distribution List (Page 4)

3/4

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3146-2 (SJS ACV 4-3)

**MISSION REPORT
OPERATION PASSIVE SKIES 15-2
RUSSIAN FEDERATION - CANADA, 18-23 DEC 15****1. Overview (C/REL CAN) :**

- a. **General Results.** Operation PASSIVE SKIES 15-2 was the eleventh observation mission conducted over Canada (CA) by the Russian Federation (RU) since the Treaty on Open Skies entered-into-force on 1 Jan 02. Preceding the mission in CA, the RU Team conducted an observation mission over therefore CA supported Op TRANSIT SKIES 15-3 on 11-12 Dec 15 and on 17-18 Dec 15. Following the CA mission, the RU aircraft and crew returned to the Russian Federation via Iceland. SJS ACV's primary operational objectives were to ensure Treaty compliance through fulfillment of Canada's legally binding obligations in receiving an intrusive observation overflight of its territory, while preventing or minimizing, to the extent possible, potential adverse affects on security, operational schedules, programmed activities and/or other implications related to the national interest. Under the Treaty, Canada is obliged to accept up to twelve observation missions over its territory annually:
- (1) Operation PASSIVE SKIES 15-2 was conducted by the Strategic Joint Staff Arms Control Verification (SJS ACV) Directorate;
 - (2) the RU observation flight mission team consisted of 29 flight crew and mission specialists;
 - (3) the Canadian national escort team consisted of seven SJS ACV specialists, one CMP/DSA augmentee, and two military interpreters; one each from CDA/CFSTG HQ and ADM(MAT)/PMO CSC;
 - (4) the mission was flown aboard a missionized Tupolev TU-154M aircraft (NATO Codename "CARELESS"), fitted with a Treaty-certified sensor configuration;
 - (5) the Point of Entry/Exit (POE) and the designated initial Open Skies Airfield (OSA) was 8 Wing Trenton (CYTR). The mission terminated at 8 Wing Trenton (CYTR);
 - (6) on Sun, 20 Dec 15, the observation mission segment (Segment One) was flown from CYTR to CYTR. Due to poor weather

1/8

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conditions and the main runway closure at Halifax International Airport (CYHZ), no observation flight was conducted on Mon, 21 Dec 15. On Tue, 22 Dec 15, an observation mission segment (Segment Two) was flown from CYTR to CYTR where the mission terminated; and

- (7) overall, support from 8 Wing Trenton was outstanding. This included all mission and aircraft logistical support (transient servicing, fuel, crew transport). In addition, the planning and real-time support provided by POCs for 8 Wing Trenton was commendable.

2. **Pre-Mission Preparation (U):** Preparation for the mission began with initial coordination between SJS ACV and the Canadian Permanent Delegation to the OSCE, Canada Border Services Agency (CBSA) (personnel checks, passports and visas), and then the CAOC and Nav Canada (air regulations briefing, Special Use Airspace clearance and flight following/air traffic deconfliction). With respect to military onsite coordination at 8 Wing Trenton, the Wing OPI was a significant member of the Open Skies team. As in the past, his attention to all assigned tasks including coordinating details pertaining to aircraft servicing, weather requests, accommodations, transport, security, and messing was exhaustive and he reacted promptly to the ever-changing dynamics of Open Skies operations.

3. **Mission Profile (C/REL CAN):**

- a. **Preparatory Deployment.** A six-person advance party arrived at 8 Wing Trenton on 17 Dec 15 to meet the RU TU-154M on arrival into Transit status. They were tasked with the setup of the deployed mission HQ, including all communications and computer installations at the Yukon Lodge accommodations/office facility. Due to personnel challenges, the remaining escort team personnel arrived CYTR on 18 Dec 15 and received a final team coordination briefing;
- b. **RU Arrival at POE.** The RU TU-154M mission aircraft and crew arrived at 8 Wing Trenton on Thursday, 17 Dec 15 at 2224Z (1724EST) into TRANSIT status. CBSA representatives completed all passport entry procedures in approximately 30 minutes. Following the return of RU passports, in-processing and a sensor system inspection were completed. After transportation of the entire team to the Yukon Lodge accommodations, the RU team started their crew rest period until the official start of the PASSIVE mission on 18 Dec at 2230Z (1730EST). Point of Entry Brief took place and included Open Skies Treaty procedures, CA Air Traffic Control overview and Meteorology synopsis for the country and was completed at 0015Z (1915EST on 18 Dec 15);

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- c. Mission Plan Submission/Aircraft Inspection. On the morning of Sat, 19 Dec 15, the CA and RU teams split into two groups. One group conducted the Treaty-specified technical pre-flight inspection of the TU-154M, with the CA team augmented by 8 Air Maintenance Squadron (8 AMS) technicians, inspecting the aircraft's configuration in order to confirm its compliance with that certified for Open Skies operations. The second group received and reviewed the formal mission plan submitted by the RU team. The plan was accepted with only a few minor changes due to the altitude requirement when flying in uncontrolled airspace necessary to ensure safety of flight. Even with the poor weather conditions in Eastern Canada, the RU team decided to fly their TU-154M's optical framing camera systems to the Maritimes. As the final observation area mission plan was now selected, ACV commenced the significant effort to coordinate the closure of Class F Special Use Airspaces (SUAs) to ensure flight safety. ACV also prepared and distributed the planned air route to interested parties across the DND, OGDs and Nav Canada. Later in the afternoon, upon revision of the NOTAMs, it was discovered that the main runway at the Halifax International Airport would be closed for the duration of the observation mission. The planned route was not changed, but the RU team requested a transit to/from Trenton so it would be safe to execute the mission and base the whole mission in Trenton. The request also included a no-fly day on Mon, 21 Dec 15. These requests were reasonable and in the spirit of the Treaty and were therefore accepted as a whole by the CA TL then communicated to all via SITREP;
- d. Mission Timings. Specific timings for preparatory events were:
- (1) mission plan received: 191450Z Dec 15;
 - (2) mission plan accepted: 192030Z Dec 15;
 - (3) aircraft inspection initiated: 191530Z Dec 15; and
 - (4) aircraft inspection completed: 191730Z Dec 15;
- e. Review of Mission Plan. Following acceptance of the mission plan, the CA Open Skies team undertook a comprehensive review of all relevant flight information for the planned observation mission. This ensured that CA escort personnel were entirely familiar with all aspects of the RU mission route/profile and that airspace was opened for the safe passage of the observation flight as required under the Treaty on Open Skies;
- f. Observation Missions:

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- (1) on Sun, 20 Dec 15, a 5.8 hour observation mission was flown over Ontario, Québec and the Maritimes. Due to low clouds, approximately 25% of desired targets were successfully imaged. Segment One included over-flights of the following areas with poor to acceptable imagery: Belleville, Kingston, Ottawa, Montréal, Québec City and Halifax;
- (2) altitudes for this segment varied between 7,000 and 9,000 ft above sea level (ASL). Weather conditions were marginal in Southern Ontario, improved slightly over Québec and were marginal in the Maritimes. The initial assessment is that this route constituted a combined military, transportation and industrial monitoring observation flight segment;
- (3) there was no flying on Mon, 21 Dec 15 due to main runway closure at CYHZ and poor weather across the Maritimes. On Tue, 22 Dec 15, a planned 5.6 hour observation mission was to be flown from Trenton to Trenton. Due to some weather, approximately 20% of desired targets were successfully imaged. This observation segment was terminated after passing the Val D'Or area due to thick cloud cover below the airplane. The mission diverted back to Trenton after a 3.5 hour observation segment. Segment Two initially intended over-flights of the following areas: Gaspé, Bagotville, Val D'Or, Borden, Toronto, Hamilton and Trenton;
- (4) it appeared that this route was also a military/transport and industrial facility monitoring segment. Altitudes for this segment varied between 7,000 and 10,000 ft ASL. The flight began with marginal imaging quality weather, degraded over Bagotville and remained cloud-covered for the entire mission;
- (5) Total Flight Distance Flown: 5,375 km;
- (6) Maximum Flight Distance permitted IAW OS Treaty, Annex A, Sec III: 5,400 km;
- (7) Altitudes. To ensure Treaty compliance, a minimum height (H_{min}) of 2186 metres above terrain was flown. This translated to cruise altitudes of between 7,000 and 10,000 feet ASL for the entire mission;
- (8) Air Speed. To simplify route timings and optimize imaging, a groundspeed of 550 km/hr (297 knots) was maintained throughout;

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- (9) Camera Configuration. The RU configuration of RU-OF_2224 was employed for all missions. This is a single AFA 41/10 vertical framing camera; and
 - (10) Media. Russian Type-38 ISOPANCHROMATIC Film;
 - g. Weather Day Programme. Based on the runway closure at CYHZ and the aviation weather forecast for the Maritimes, the RU elected to fly on 20 and 22 Dec 15 but not on 21 Dec 15;
 - h. Cultural program. Although not initially planned, the bad weather day permitted a local orientation visit in Kingston. Costs were absorbed by the Treaty Decision-One cost mechanism for Op PASSIVE SKIES 15-2. Due to the anticipated long crew day for Segment Two on 22 Dec 15, the formal mission dinner was held in Trenton on 21 Dec 15;
 - i. Post-Mission Activities. The formal signing of the OS Format 14 - Observation Mission Report - was conducted at 222345Z (1845 EST) Dec 15 once the RU TU154M aircraft landed back in Trenton;
 - j. Transit to the Russian Federation from POE. Following the aircraft sensor system inspection at 231800Z Dec 15, the RU mission aircraft and crew departed Trenton at 231920Z Dec 15 enroute to Russia via Iceland;
 - k. Post-Mission Re-deployment. The main body of SJS ACV escort, observer and technical personnel departed for Ottawa and Borden on 22 Dec 15 while the CA Team Lead stayed until the RU departure on 23 Dec 15; and
 - l. Media Processing. Processing of the Imagery acquired during Op PASSIVE SKIES 15-2 was completed at the RU Open Skies media processing facility at the Russian National Nuclear Risk Reduction Centre at Kubinka Airbase, MOSCOW during the period 12-13 Jan 16. CA sent a SJS ACV media processing specialist to this event. Original media will be retained by the RU and, in conformity with Treaty provisions, a first duplicate copy was provided to Canada. In accordance with Treaty provisions, copies of the mission media remain available to all States Parties to the Treaty, at the cost of production, upon receipt of a formal request to the RU. The Canadian copy will be made available to authorized national agencies for review, analysis and assessment.
4. Comment (C/REL CAN NATO):
- a. RU Observation Team. The RU Observation Team Lead was
The observation team members are listed in Annex C;

5/8

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- b. Food and Accommodations. Accommodations in Trenton were at the 8 Wing Yukon Lodge, adjacent to the food facility. The standard of accommodations and food, along with the convenient location to the airfield, were well appreciated by the combined team. Support in Trenton was excellent;
- c. Transportation. Local transportation in Trenton between the hotel, the airfield and to Kingston on 21 Dec 15 was via military transport;
- d. Financial. In accordance with Treaty protocols, SJS ACV provided meals, accommodations, transport and aircraft servicing to the Russian team throughout the mission. CA will be reimbursed via funds transfer and equalization payments at the end of the calendar year. The OSCC-established per diem rate of €150 per person was used for the meals, transport and accommodations, which more than covered the anticipated expenses of this operation. An Open Skies total invoice of €66,134.67 has been submitted to the RU through the CA Escort Team Lead;
- e. Interpreters. Two CA military personnel (one from CDA/CFSTG HQ and one from ADM(MAT)/PMO CSC) were utilized as interpreters throughout the mission for briefings and discussions between RU officials and the Canadian escort team;
- f. Reception and Interaction with Press, Public Affairs, Protocol Personnel, Ceremonies, etc. SJS ACV worked with Public Affairs (PA) to develop attendant Media Response Lines and the approach was planned as reactive. The CA Open Skies team was not directly approached while deployed on this mission;
- g.
- h. Conclusions from Observation Mission and Recommendations. Operation PASSIVE SKIES 15-2 successfully fulfilled CA's legally-binding Treaty obligations in receiving an Open Skies observation flight mission from the Russian Federation. Prior liaison with CJOC, area commanders, the Canadian Air Operations Centre and Nav Canada paid dividends as all organizations were able to clear airspace and restricted-use areas, as well as take necessary precautions for the overflight itself. To date, no specific post-mission imagery assessment concerns have been raised by departmental or other national stakeholders, with detailed analysis requirements remaining to be determined;

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- i. the use of 8 Wing Trenton as the only OSA for the entire mission greatly simplified the logistics support and the observing State Party was notably appreciative of the services rendered;

j. Mission Chronology:

OSF 12 – RU Notification of Intent to Conduct Observation Flight:	111500Z DEC 15;
OSF 13 – CA Acknowledgement of OSF 12:	111816Z DEC 15;
Arrival at POE (CYTR in transit status):	172224Z DEC 15;
Start of POE procedures (passive status):	182230Z DEC 15;
Mission Plan Submitted:	191450Z DEC 15;
Aircraft Inspection Initiated:	191530Z DEC 15;
Aircraft Inspection Completed:	191730Z DEC 15;
Mission Plan Accepted:	192030Z DEC 15;
Observation Flight Segment 1 Takeoff (CYTR):	201450Z DEC 15;
Observation Flight segment 1 Landing (CYTR):	202034Z DEC 15;
Observation Flight Segment 2 Takeoff (CYTR):	221300Z DEC 15;
Observation Flight Segment 2 Landing (CYTR):	221628Z DEC 15;
Mission Report Signed (CYTR):	222045Z DEC 15;
Departure from POE (CYTR):	231920Z DEC 15; and

k. Point of Contact:

- (1) Maj J.A.S. Collard, SJS ACV 4-3;
- (2) Telephone: 613-971-6126;
- (3) Address: Strategic Joint Staff Arms Control Verification
National Defence Headquarters
101 Colonel By Drive
Ottawa, ON K1A 0K2;
- (4) Fax: 613-992-2348; and
- (5) Email: Sylvain.Collard@forces.gc.ca.

Annexes:

7/8

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Annex A - General Depiction of Mission Route

Annex B - Open Skies Format 14 Mission Report

Annex C - Observation and Escort Team Composition

Annex D - Mission Photographs

Prepared by:	Maj J.A.S. Collard, SJS ACV 4-3, 613-971-6126
Reviewed by:	Maj M.C. Weber, A/SJS ACV 4, 613-971-6127
Responsible Director:	Col P.J. Williams, SJS DACV, 613-995-2511
Date Prepared:	13 Jan 16
Date Reviewed/Revised/Submitted:	13 Jan 16

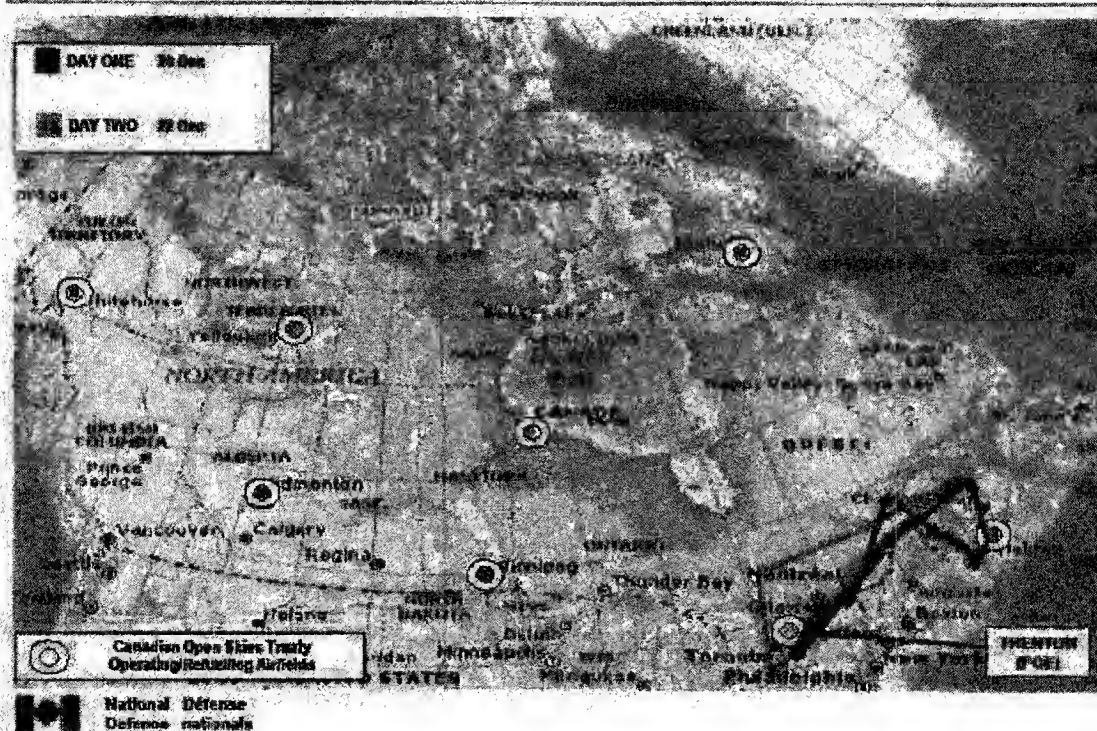
8/8

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Annex A

3146-2 (SJS ACV 4-3)

Mission Report - Op Passive Skies 15-2 - Russian Federation - Canada, 18-23 Dec 15
13 Jan 16GENERAL DEPICTION OF MISSION ROUTE**ARMS CONTROL VERIFICATION OPERATIONS****PLANNED ROUTE - OP PASSIVE SKIES #15-2 (updated)**

A-1/1

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Annex B

3146-2 (SJS ACV 4-3)

Mission Report - Op Passive Skies 15-2 - Russian Federation - Canada, 18-23 Dec 15

13 Jan 16

OS FORMAT 14

PRECEDENCE: USUAL

FROM: RUSSIAN FEDERATION

TO: TO ALL PARTICIPATING GOVERNMENTS

INFO:

SUBJECT: MISSION REPORT ON OBSERVATION FLIGHT

1. OS MESSAGE NUMBER: OS/RU/15/0333/F14/O

2. OS MESSAGE DATE AND TIME: 281500Z DEC 15

3. TREATY REFERENCE: ARTICLE VI, SECTION OF THE I, PARAGRAPH 21

4. MESSAGE REFERENCE: OS/RU/15/0331/F12/O

5. CONTENT

A. OBSERVATION FLIGHT

(1) OBSERVING STATES PARTIES (STATE PARTY THAT WILL HOLD THE SENSOR OUTPUT SHOULD BE LISTED FIRST)

(a) OBSERVING PARTY: ROSSIYSKAYA FEDEPATSIYA

(2) OBSERVED STATES PARTIES

(a) OBSERVED PARTY: CANADA

(1) OBSERVATION FLIGHT REFERENCE NUMBER: OS-15-040

(3) DATE AND TIME OF ARRIVAL AT POINT OF ENTRY: 182230Z DEC 15

(4) TYPE OF OBSERVATION FLIGHT: USUAL FLIGHT

(5) TYPE AND MODEL OF OBSERVATION AIRCRAFT: TU-154M LC -1

B. ITINERARY

(1) FLIGHT SEGMENT NUMBER: N° 1

(a) DEPARTURE AIRFIELD: TRENTON

B-1/6

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(i) ICAO DESIGNATOR: CYTR

(ii) GEOGRAPHIC CO-ORDINATES:
440708N, 0773141W

(b) DATE AND TIME OF TAKEOFF: 201450Z DEC 15

(c) LEGS OF THIS SEGMENT:

- 1, 441429N 0762528W
- 2, 445733N 0760816W
- 3, 451643N 0760913W
- 4, 452827N 0752953W
- 5, 453746N 0743755W
- 6, 453837N 0741758W
- 7, 453052N 0740730W
- 8, 453023N 0732243W
- 9, 453951N 0724901W
- 10, 465356N 0710525W
- 11, 474812N 0693107W
- 12, 472900N 0682717W
- 13, 471550N 0671308W
- 14, 460656N 0665509W
- 15, 454854N 0662507W
- 16, 451143N 0655839W
- 17, 445830N 0645207W
- 18, 442152N 0644015W
- 19, 441429N 0762528W
- 20, 445733N 0760816W
- 21, 451643N 0760913W
- 22, 452827N 0752953W
- 23, 453746N 0743755W
- 24, 453837N 0741758W

(d) LANDING AIRFIELD: TRENTON

(i) ICAO DESIGNATOR: CYTR

(ii) GEOGRAPHIC CO-ORDINATES:
440708N, 0773141W

(e) DATE AND TIME OF LANDING: 202033Z DEC 15

(2) FLIGHT SEGMENT NUMBER: No 2

(a) DEPARTURE AIRFIELD: HALIFAX

(i) ICAO DESIGNATOR: CYHZ

(ii) GEOGRAPHIC CO-ORDINATES:
445252N, 0633031W

(b) DATE AND TIME OF TAKEOFF: NOT IT IS APPLICABLE

(c) LEGS OF THIS SEGMENT:

- 1, 452738N 0632651W

B-2/6

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2, 453813N 0623404W
3, 461533N 0623130W
4, 471858N 0820557W
5, 483623N 0584833W
6, 483057N 0582804W
7, 480136N 0565508W
8, 475253N 0563012W
9, 470853N 0550704W
10, 471250N 0535830W
11, 475203N 0540037W
12, 481321N 0535638W
13, 485704N 0542823W
14, 485545N 0555204W
15, 485651N 0574923W
16, 485703N 0580341W
17, 484932N 0633031W
18, 445252N 0633031W

(d) LANDING AIRFIELD: HALIFAX

(i) ICAO DESIGNATOR: CYHZ

(ii) GEOGRAPHIC CO-ORDINATES:
445252N, 0633031W

(e) DATE AND TIME OF LANDING: NOT IT IS APPLICABLE

(3) FLIGHT SEGMENT NUMBER: No 3

(a) DEPARTURE AIRFIELD: TRENTON

(i) ICAO DESIGNATOR: CYTR

(ii) GEOGRAPHIC CO-ORDINATES:
440708N, 0773141W

(b) DATE AND TIME OF TAKEOFF: 221310Z DEC 15

(c) LEGS OF THIS SEGMENT:

1, 484932N 0633031W
2, 484541N 0843331W
3, 483108N 0680353W
4, 482803N 0683802W
5, 482110N 0703827W
6, 481826N 0711511W
7, 480313N 0775023W
8, 461832N 0792824W
9, 450510N 0795508W
10, 442939N 0795520W
11, 441308N 0795355W
12, 434854N 0795337W
13, 432844N 0795328W
14, 431322N 0795511W
15, 433131N 0793608W
16, 433131N 0793608W
17, 435944N 0775402W
18, 440708N 0773141W

B-3/6

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(d) LANDING AIRFIELD: TRENTON

(j) ICAO DESIGNATOR: CYTR

(ii) GEOGRAPHIC CO-ORDINATES:
440708N, 0773141W

(e) DATE AND TIME OF LANDING: 221740Z DEC 15

C. TOTAL DISTANCE OF OBSERVATION FLIGHT: 5374.5 KM

D. OBSERVATION PERIODS

(i) SENSOR USED: RU-OF_2224

	MIN/MAX	HEIGHT ABOVE START/END	START/END
SEG	LEG	OP	GROUND LEVEL CO-ORDINATES DATE & OF TIME WEATHER
1	1	1	2195 440701N0773325W 201500Z DEC 15 1B 2229 441433N0762540W 201510Z DEC 15
1	2	1	2190 445358N0760944W 201518Z DEC 15 1O 2198 445708N0760827W 201519Z DEC 15
1	0e	1	2191 450641N0760843W 201521Z DEC 15 1O 2197 451519N0760912W 201523Z DEC 15
1	4	1	2186 452042N0755622W 201525Z DEC 15 0C 2232 452751N0753213W 201529Z DEC 15
1	5	1	2192 453626N0744603W 201536Z DEC 15 0C 2214 453739N0743905W 201537Z DEC 15
1	6	1	2198 453922N0742617W 201538Z DEC 15 1B 2200 453840N0741847W 201539Z DEC 15
1	8	1	2187 453052N0735519W 201544Z DEC 15 1B 2260 453029N0732412W 201548Z DEC 15
1	9	1	2194 453222N0731604W 201549Z DEC 15 0C 2259 453855N0725241W 201553Z DEC 15
1	10	1	2188 455013N0729502W 201556Z DEC 15 1c 2197 455603N0722703W 201558Z DEC 15
1	10	2	2187 464004N0712527W 201610Z DEC 15 1O 2252 465258N0710656W 201614Z DEC 15

B-4/6

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1 11 1 2381 474411N0683827W 201630Z DEC 15 1B
2490 474729N0693233W 201631Z DEC 15

1 12 1 2265 473051N0683257W 201640Z DEC 15 1O
2391 472914N0682745W 201640Z DEC 15

1 13 1 2194 471857N0671842W 201650Z DEC 15 1B
2326 471602N0671345W 201651Z DEC 15

1 15 1 2186 460021N0664358W 201707Z DEC 15 0C
2324 454929N0662556W 201711Z DEC 15

1 16 1 2221 452237N0660616W 201717Z DEC 15 0C
2338 451223N0655902W 201719Z DEC 15

1 17 1 2261 445945N0645753W 201728Z DEC 15 1S
2275 445847N0645304W 201729Z DEC 15

1 18 1 2199 442559N0644131W 201736Z DEC 15 0C
2202 442229N0644023W 201737Z DEC 15

1 19 1 2233 441359N0643956W 201738Z DEC 15 0C
2301 441052N0643949W 201739Z DEC 15

1 20 1 1937 440435N0644211W 201740Z DEC 15 0C
2000 440148N0644325W 201741Z DEC 15

1 21 1 1951 441459N0642140W 201746Z DEC 15 0C
2009 441747N0641652W 201747Z DEC 15

1 22 1 1965 442708N0634238W 201752Z DEC 15 1S
2032 442955N0633148W 201754Z DEC 15

1 23 1 1981 443329N0633138W 201800Z DEC 15 0C
2062 444330N0633853W 201802Z DEC 15

1 24 1 2186 444425N0633908W 201807Z DEC 15 1S
2310 445339N0632946W 201810Z DEC 15

3 2 1 1993 484636N0642053W 221450Z DEC 15 1O
1995 484556N0643112W 221452Z DEC 15

3 4 1 2212 482923N0682425W 221523Z DEC 15 1O
2305 482830N0683405W 221524Z DEC 15

3 7 1 2655 480351N0774227W 221539Z DEC 15 1O
2669 480323N0774919W 221640Z DEC 15

E. COVERS OF SENSOR APERTURES OR OTHER DEVICES THAT INHIBIT THE OPERATION OF
SENSORS WERE IN THEIR PROPER POSITION

B-5/6

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- (1) IMMEDIATELY UPON ARRIVAL AT POINT OF ENTRY: YES
- (2) IMMEDIATELY PRIOR TO DEPARTURE FROM POINT OF ENTRY TO OPEN SKIES AIRFIELD, IF APPLICABLE:
- (3) IMMEDIATELY PRIOR TO DEPARTURE FROM OPEN SKIES AIRFIELD TO POINT OF EXIT, IF APPLICABLE:
- (4) IMMEDIATELY PRIOR TO DEPARTURE FROM POINT OF EXIT: YES

F. REMARKS FOR RESULTS OF PRE-FLIGHT INSPECTION AND OF DEMONSTRATION FLIGHT; REASONS FOR DELAYING, PROHIBITING, DECLINING OR CANCELLING OF FLIGHT OR FLIGHT ACTIVITIES; AND OTHER SIGNIFICANT FACTS ABOUT THE FLIGHT, OF INCLUDING WHO PROCESSED THE FILM OR RECORDING MEDIA:

1. PREFLIGHT INSPECTION IS CARRIED OUT WITHOUT THE OBSERVATIONS.

2. THE OBSERVED SIDE AFTER THE AGREEMENT OF THE PLAN OF MISSION INFORMED THE OBSERVING SIDE THE FACT THAT THE NORMAL BAND OF AIRFIELD HALIFAX (CYHZ) on December 20, 2015 IN THE PERIOD From 13.00 TO 20.00 UTC And on December 21, 2015 IN THE PERIOD From 11.00 TO 21.00 UTC WAS CLOSED IN ACCORDANCE WITH LAST NOTAM 151014 FROM 200135Z DEC 15. IN THIS CONNECTION AND TAKING INTO ACCOUNT UNFAVORABLE WEATHER CONDITIONS RUSSIAN SIDE IT WAS FORCED TO FOREGO THE EXECUTION OF THE SECOND SECTION OF OBSERVANT FLIGHT.

ACCORDING TO THE AGREEMENT OF SIDES FOR FULFILLING THE MISSION WAS USED ONLY THE AIRFIELD TRETON (CYTR).
OBSERVANT FLIGHT WAS ENDED 221705Z DEC 15 ON THE WEATHER CONDITIONS AFTER PASSAGE 8 PPM.

3. THE TREATMENT OF THE MATERIALS OF OBSERVANT FLIGHT AND THE PRODUCTION OF COPIES FOR THE OBSERVED SIDE WILL BE REALIZED ON THE POINT OF THE TREATMENT OF THE RUSSIAN FEDERATION (KUBINKA) IN THE PERIOD WITH 12 UNTIL JANUARY 13, 2016.

G. NAME OF CHIEF FLIGHT REPRESENTATIVE OR CHIEF REPRESENTATIVE:

H. NAME OF CHIEF FLIGHT MONITOR: S. KOLARD

THE I. DATE AND TIME OF SIGNATURE OF MISSION REPORT: 222045Z DEC 15

6. REMARKS:

RUSSIAN SIDE EXPRESSES APPRECIATION TO THE GROUP OF TRACKING CANADA FOR THE HOSPITALITY.

7. END OF OS MESSAGE NUMBER: OS/RU/15/0338/F14/O

B-6/6

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Annex C

3146-2 (SJS ACV 4-3)

Mission Report - Op Passive Skies #15-2 - Russian Federation - Canada, 18-23 Dec 15
13 Jan 16

OBSERVATION AND ESCORT TEAM COMPOSITION

Russian Federation Observation Team (29)

MISSION CHIEF -
DEPUTY MISSION CHIEF -
FLIGHT REPRESENTATIVE -
FLIGHT REPRESENTATIVE -
FLIGHT REPRESENTATIVE -
FLIGHT REPRESENTATIVE -
FLIGHT REPRESENTATIVE -
FLIGHT REPRESENTATIVE -
FLIGHT REPRESENTATIVE -
FLIGHT REPRESENTATIVE -
PHYSICIAN/MEDIC -
INSPECTOR -
INTERPRETER -
CHIEF PILOT -
CHIEF PILOT -
PILOT -
NAVIGATOR -
NAVIGATOR -
FLIGHT ENGINEER -
FLIGHT ENGINEER -
FLIGHT ENGINEER -
FLIGHT ENGINEER -
FLIGHT MECHANIC -
FLIGHT OPERATOR -
FLIGHT OPERATOR -
DATA ANOTATOR -
FLIGHT INTERPRETER -
FLIGHT INTERPRETER -

Canadian National Escort Team (10)

OSTL - MAJ SYLVAIN COLLARD
D/OSTL - MAJ MARK WEBER
FLT REP - MAJ PETER JAEGGI
LOGISTICS O - CAPT FRANCOIS LACAILLE
SENSOR O - MAJ KRISTIN STRACKERJAN
SENSOR O - CAPT ROB WENGEL
SENSOR OP - SGT MATTHEW UFHOLZ
SENSOR OP - CPL KEN GALBRAITH
INTERPRETER - MCPL ARKADI DOBRIAKHINE
INTERPRETER - LT(N) ALEXEI VICHNEVETSKI
C-1/1

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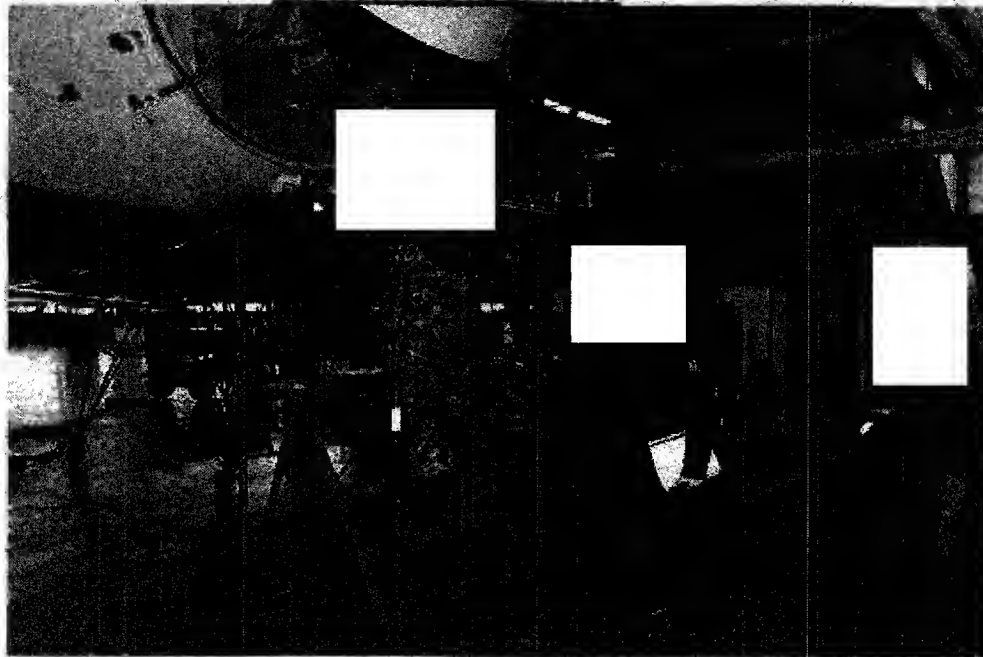
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Annex D

3146-2 (SJS ACV 4-3)

Mission Report – Op Passive Skies 15-2 – Russian Federation – Canada, 18-23 Dec 15
13 Jan 16

MISSION PHOTOGRAPHS



8 Wg AMS technical crew and SJS ACV personnel work with Russian crew members conducting technical compliance inspection of Russian TU-154M aircraft prior to flight.

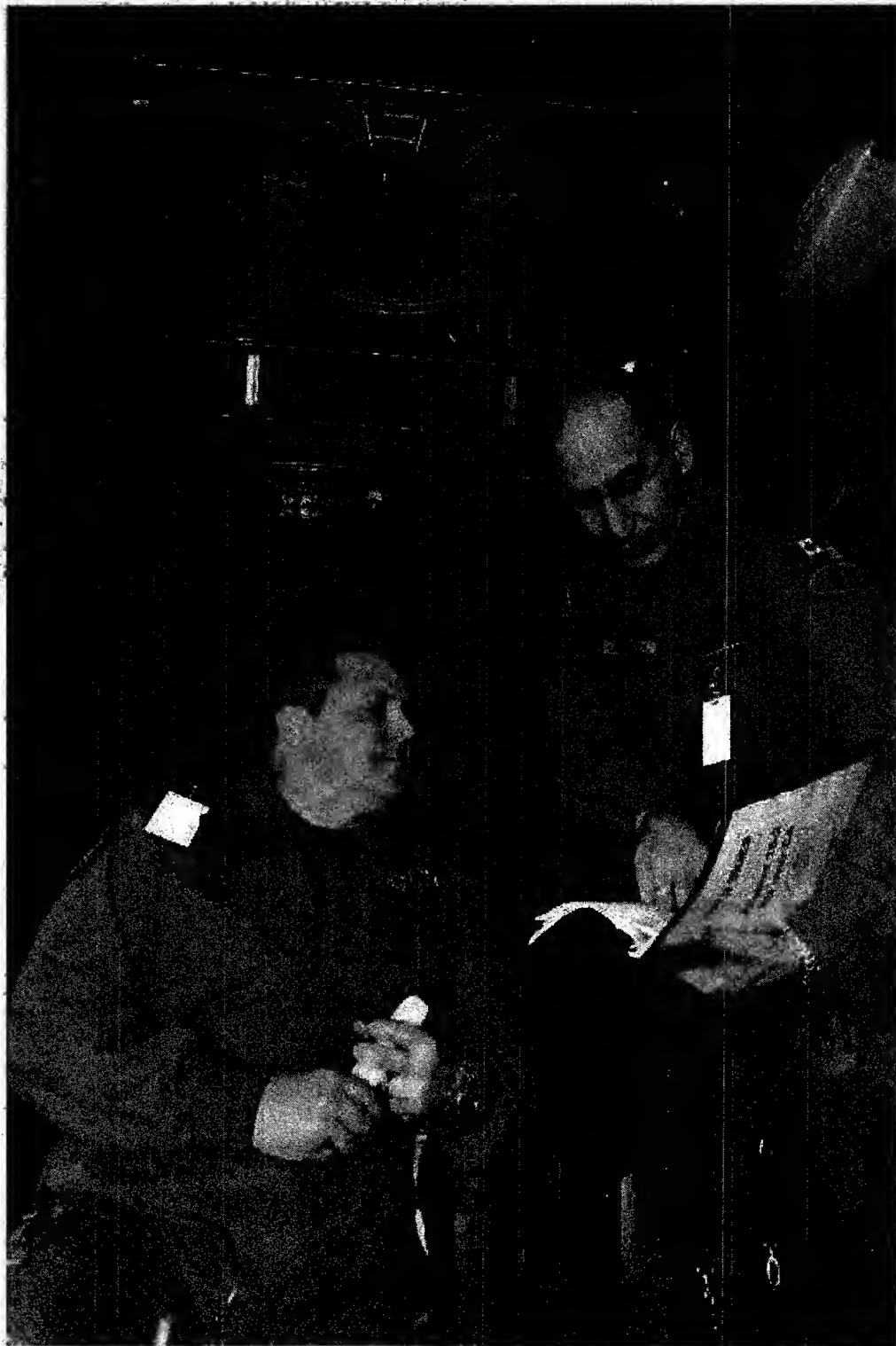


Sensor Op, Sgt Utholz (C), Interpreter Lt(N) Vichnevetski (C, Rt), and Sensor O, Capt Wengel (R) receive explanation from RU team during Pre-Flight Inspection of RU aircraft.

D-1/4

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Sensor O, Capt Wengel (L) and Sensor Op, Sgt Ufholz conduct Pre-Flight inspection of RU aircraft and the onboard imaging systems.

D-2/4

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CA OS Team Lead, Maj Collard and Dep Team Lead, Maj Weber review flight details during the observation flight by the Russian Federation over Canada.

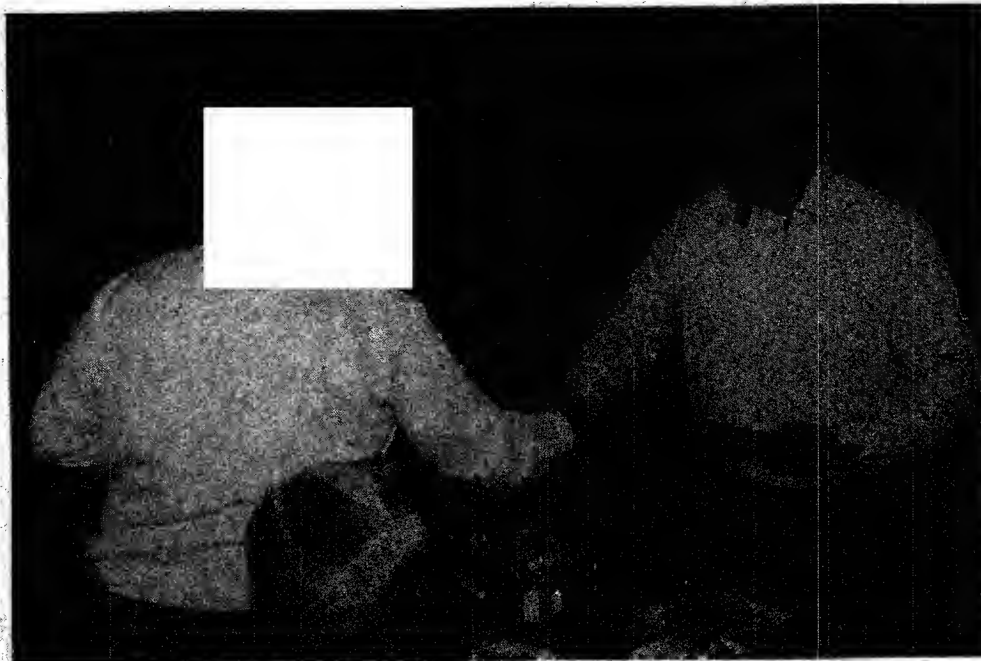


CA Flight Rep, Maj Weber monitors mission execution with Air Traffic Control and the RU flight deck's Radio Operator to ensure the approved flight route is respected for Treaty commitments and aviation safety.

D-3/4

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RU Team Lead, [redacted] presents CA Escort Team Lead, Maj Collard with a gift during the Final Dinner of Op PASSIVE SKIES 15-2 on 21 Dec 15 in Trenton, ON.



Group Photo of combined RU and CA Open Skies crew members following final observation flight segment of Op PASSIVE SKIES 15-2 on 22 Dec 15.

D-4/4

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Annex A

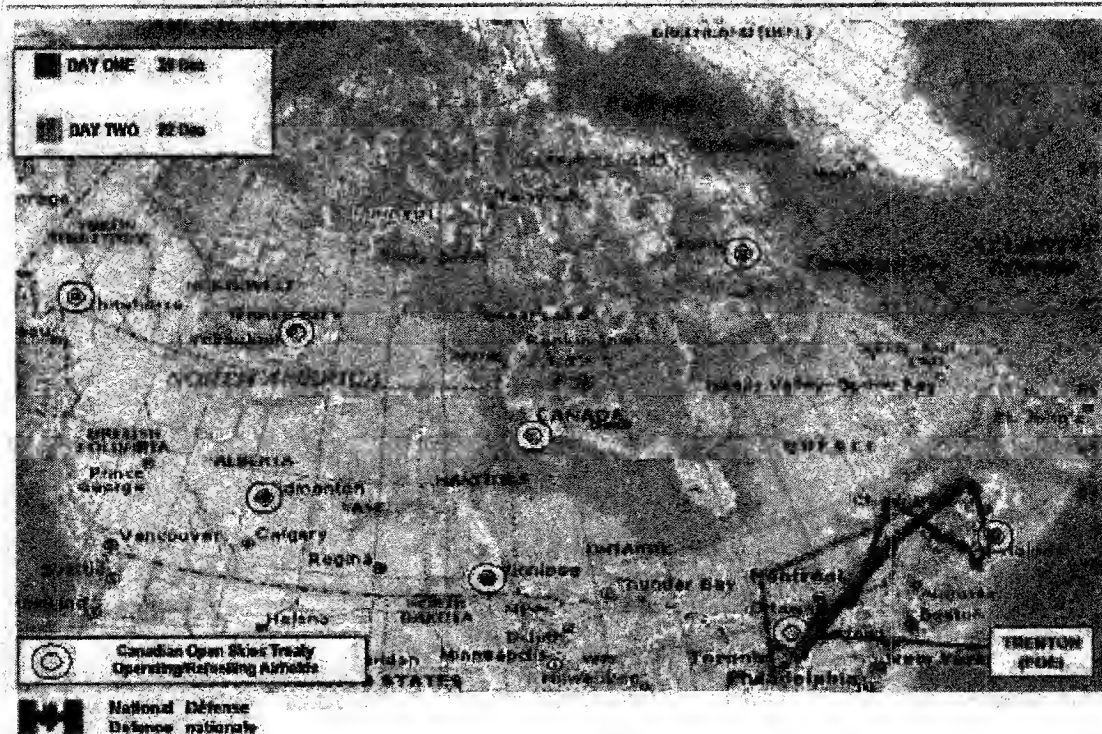
3148-2 (SJS ACV 4-3)

Mission Report - Op Passive Skies 15-2 - Russian Federation - Canada, 18-23 Dec 15
13 Jan 16

GENERAL DEPICTION OF MISSION ROUTE

ARMS CONTROL VERIFICATION OPERATIONS

PLANNED ROUTE - OP PASSIVE SKIES #15-2 (updated)



A-1/1

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ФОРМАТ ОН 14

ОЧЕРЕДНОСТЬ: ОБЫЧНЫЙ

ОТ КОГО: РОССИЙСКАЯ ФЕДЕРАЦИЯ

КОМУ: ВСЕМ ГОСУДАРСТВАМ-УЧАСТНИКАМ

ИНФОРМАЦИЯ:

ПРЕДМЕТ: ОТЧЕТ О МИССИИ НАБЛЮДАТЕЛЬНОГО ПОЛЕТА

1. СООБЩЕНИЕ ОН НОМЕР: OS/RU/15/XXXX/F14/O
2. ДАТА И ВРЕМЯ СООБЩЕНИЯ ОН: ZДЕК15
3. ССЫЛКА НА ДОГОВОР: СТАТЬЯ VI, РАЗДЕЛ I, ПУНКТ 21
4. ССЫЛКА НА ПРЕДЫДУЩЕЕ СООБЩЕНИЕ: OS/RU/15/0331/F12/O
5. СОДЕРЖАНИЕ

A. НАБЛЮДАТЕЛЬНЫЙ ПОЛЕТ

- (1) НАБЛЮДАЮЩИЕ ГОСУДАРСТВА-УЧАСТНИКИ (ГОСУДАРСТВО-УЧАСТНИК, В РАСПОРЯЖЕНИИ КОТОРОГО БУДУТ НАХОДИТЬСЯ ДАННЫЕ, ПОЛУЧЕННЫЕ С АППАРАТУРЫ НАБЛЮДЕНИЯ, ДОЛЖНО УКАЗЫВАТЬСЯ ПЕРВЫМ)
 - (a) НАБЛЮДАЮЩАЯ СТОРОНА: РОССИЙСКАЯ ФЕДЕРАЦИЯ
- (2) НАБЛЮДАЕМЫЕ ГОСУДАРСТВА-УЧАСТНИКИ
 - (a) НАБЛЮДАЕМАЯ СТОРОНА: КАНАДА
 - (i) СПРАВОЧНЫЙ НОМЕР НАБЛЮДАТЕЛЬНОГО ПОЛЕТА: OS-15-040
- (3) ДАТА И ВРЕМЯ ПРИБЫТИЯ В ПУНКТ ВЪЕЗДА: 182230ZДЕК15
- (4) ТИП НАБЛЮДАТЕЛЬНОГО ПОЛЕТА: ОБЫЧНЫЙ ПОЛЕТ
- (5) ТИП И МОДЕЛЬ САМОЛЕТА НАБЛЮДЕНИЯ: ТУ-154М ЛК-1

B. МАРШРУТ

- (1) НОМЕР УЧАСТКА ПОЛЕТА: № 1
 - (a) АЭРОДРОМ ВЫЛЕТА: ТРЕНТОН
 - (i) УСЛОВНОЕ ОБОЗНАЧЕНИЕ ИКАО: CYTR
 - (ii) ГЕОГРАФИЧЕСКИЕ КООРДИНАТЫ: 440708N, 0773141W
 - (b) ДАТА И ВРЕМЯ ВЗЛЕТА: 201450ZДЕК15
 - (c) ОТРЕЗКИ ДАННОГО УЧАСТКА:

1, 441429N 0762528W
2, 445733N 0760816W
3, 451643N 0760913W
4, 452827N 0752953W
5, 453746N 0743755W
6, 453837N 0741758W
7, 453052N 0740730W
8, 453023N 0732243W
9, 453951N 0724901W
10, 465356N 0710525W
11, 474812N 0693107W
12, 472900N 0682717W
13, 471550N 0671308W
14, 460656N 0665509W
15, 454854N 0662507W
16, 451143N 0655839W
17, 445830N 0645207W
18, 442152N 0644015W
19, 441429N 0762528W
20, 445733N 0760816W
21, 451643N 0760913W
22, 452827N 0752953W
23, 453746N 0743755W
24, 453837N 0741758W

(d) АЭРОДРОМ ПОСАДКИ: ТРЕНТОН

(i) УСЛОВНОЕ ОБОЗНАЧЕНИЕ ИКАО: CYNZ

(ii) ГЕОГРАФИЧЕСКИЕ КООРДИНАТЫ:
440708N, 0773141W

(e) ДАТА И ВРЕМЯ ПОСАДКИ: 202033ZДЕК15

(2) НОМЕР УЧАСТКА ПОЛЕТА: № 2

(a) АЭРОДРОМ ВЫЛЕТА: ГАЛИФАКС

(i) УСЛОВНОЕ ОБОЗНАЧЕНИЕ ИКАО: CYNZ

(ii) ГЕОГРАФИЧЕСКИЕ КООРДИНАТЫ:
445252N, 0633031W

(b) ДАТА И ВРЕМЯ ВЗЛЕТА: НЕ ПРИМЕНИМО

3, 461533N 0623130W
4, 471858N 0620557W
5, 483623N 0584833W
6, 483057N 0582804W
7, 480136N 0565505W
8, 475253N 0563012W
9, 470853N 0550704W
10, 471250N 0535830W
11, 475203N 0540037W
12, 481321N 0535633W
13, 485704N 0542823W
14, 485545N 0555204W
15, 485651N 0574923W
16, 485703N 0580341W
17, 484932N 0633031W
18, 445252N 0633031W

(d) АЭРОДРОМ ПОСАДКИ: ГАЛИФАКС

(i) УСЛОВНОЕ ОБОЗНАЧЕНИЕ ИКАО: CYNZ

(ii) ГЕОГРАФИЧЕСКИЕ КООРДИНАТЫ:
445252N, 0633031W

(e) ДАТА И ВРЕМЯ ПОСАДКИ: НЕ ПРИМЕНИМО

(3) НОМЕР УЧАСТКА ПОЛЕТА: № 3

(a) АЭРОДРОМ ВЫЛЕТА: ТРЕНТОН

(i) УСЛОВНОЕ ОБОЗНАЧЕНИЕ ИКАО: CYTR

(ii) ГЕОГРАФИЧЕСКИЕ КООРДИНАТЫ:
440708N, 0773141W

(b) ДАТА И ВРЕМЯ ВЗЛЕТА: 221350ZДЕК15

(c) ОТРЕЗКИ ДАННОГО УЧАСТКА:

1, 484932N 0633031W
2, 484541N 0643331W
3, 483108N 0680353W
4, 482803N 0683802W
5, 482110N 0703827W
6, 481826N 0711511W
7, 480313N 0775023W
8, 461632N 0792824W
9, 450510N 0795508W
10, 442939N 0795620W

- 11, 441306N 0795355W
- 12, 434854N 0795337W
- 13, 432844N 0795326W
- 14, 431322N 0795511W
- 15, 433131N 0793608W
- 16, 435113N 0790024W
- 17, 435944N 0775402W
- 18, 440708N 0773141W

- (d) АЭРОДРОМ ПОСАДКИ: ТРЕНТОН
 - (i) УСЛОВНОЕ ОБОЗНАЧЕНИЕ ИКАО: CYTR
 - (ii) ГЕОГРАФИЧЕСКИЕ КООРДИНАТЫ:
440708N, 0773141W
- (e) ДАТА И ВРЕМЯ ПОСАДКИ: 222210ZДЕК15

C. ОБЩАЯ ДАЛЬНОСТЬ НАБЛЮДАТЕЛЬНОГО ПОЛЕТА: 5374,8 KM

D. ПЕРИОДЫ НАБЛЮДЕНИЯ

(1) ИСПОЛЬЗОВАВШАЯСЯ АППАРАТУРА НАБЛЮДЕНИЯ (НОМЕР КОНФИГУРАЦИИ АППАРАТУРЫ НАБЛЮДЕНИЯ): RU-OF_2224

			МИН/МАКС ВЫСОТА НАД УРОВНЕМ ЗЕМЛИ	КООРДИНАТЫ НАЧАЛА/КОНЦА	ВРЕМЯ НАЧАЛА/ ОКОНЧАНИЯ	ПОГОДНЫЕ УСЛОВИЯ
УЧАСТОК	ОТРЕЗОК	ПН				
1	1	1	2195	440701N 0773325W	201500ZДЕК15	1B
			2229	441433N 0762540W	201510ZДЕК15	
1	2	1	2190	445358N 0760944W	201518ZДЕК15	1O
			2198	445708N 0760827W	201519ZДЕК15	
1	3	1	2191	450641N 0760843W	201521ZДЕК15	1O
			2197	451619N 0760912W	201523ZДЕК15	
1	4	1	2186	452042N 0755622W	201525ZДЕК15	0C
			2232	452751N 0753213W	201529ZДЕК15	
1	5	1	2192	453626N 0744603W	201536ZДЕК15	0C
			2214	453739N 0743905W	201537ZДЕК15	
1	6	1	2198	453822N 0742617W	201538ZДЕК15	1B
			2200	453840N 0741847W	201539ZДЕК15	
1	8	1	2187	453052N 0735519W	201544ZДЕК15	1B
			2260	453029N 0732412W	201548ZДЕК15	
1	9	1	2194	453222N 0731604W	201549ZДЕК15	0C
			2259	453855N 0725241W	201553ZДЕК15	
1	10	1	2188	455013N 0723502W	201556ZДЕК15	1C
			2197	455603N 0722703W	201558ZДЕК15	
1	10	2	2187	464004N 0712527W	201610ZДЕК15	1O
			2252	465258N 0710656W	201614ZДЕК15	

1	11	1	2381	474411N 0693827W	201630ZДЕК15	1B
			2490	474729N 0693233W	201631ZДЕК15	
1	12	1	2265	473051N 0683257W	201640ZДЕК15	1O
			2391	472914N 0682745W	201640ZДЕК15	
1	13	1	2194	471657N 0671842W	201650ZДЕК15	1B
			2326	471602N 0671345W	201651ZДЕК15	
1	15	1	2196	460021N 0664358W	201707ZДЕК15	0C
			2324	454929N 0662556W	201711ZДЕК15	
1	16	1	2221	452237N 0660616W	201717ZДЕК15	0C
			2338	451223N 0655902W	201719ZДЕК15	
1	17	1	2261	445946N 0645753W	201728ZДЕК15	1S
			2275	445847N 0645304W	201729ZДЕК15	
1	18	1	2199	442556N 0644131W	201736ZДЕК15	0C
			2202	442229N 0644023W	201737ZДЕК15	
1	19	1	2233	441359N 0643956W	201738ZДЕК15	0C
			2301	441052N 0643949W	201739ZДЕК15	
1	20	1	1937	440435N 0644211W	201740ZДЕК15	0C
			2000	440148N 0644325W	201741ZДЕК15	
1	21	1	1951	441453N 0642140W	201746ZДЕК15	0C
			2009	441747N 0641652W	201747ZДЕК15	
1	22	1	1985	442706N 0634238W	201752ZДЕК15	1S
			2032	442955N 0633146W	201754ZДЕК15	
1	23	1	1981	443329N 0633138W	201800ZДЕК15	0C
			2052	444330N 0633853W	201802ZДЕК15	
1	24	1	2186	444425N 0633908W	201807ZДЕК15	1S
			2310	445339N 0632946W	201810ZДЕК15	
3	2	1	1993	484636N 0642053W	221450ZДЕК15	1O
			1995	484556N 0643112W	221452ZДЕК15	
3	4	1	2212	482923N 0682425W	221523ZДЕК15	1O
			2305	482830N 0683405W	221524ZДЕК15	
3	7	1	2655	480351N 0774227W	221639ZДЕК15	1O
			2669	480323N 0774919W	221640ZДЕК15	

E. ЗАГЛУШКИ ОТВЕРСТИЙ ДЛЯ АППАРАТУРЫ НАБЛЮДЕНИЯ ИЛИ ДРУГИЕ УСТРОЙСТВА, КОТОРЫЕ ДЕЛАЮТ НЕВОЗМОЖНОЙ ЭКСПЛУАТАЦИЮ АППАРАТУРЫ НАБЛЮДЕНИЯ, БЫЛИ УСТАНОВЛЕНЫ НАДЛЕЖАЩИМ ОБРАЗОМ

- (1) НЕПОСРЕДСТВЕННО ПО ПРИБЫТИИ В ПУНКТ ВЪЕЗДА: ДА
- (2) НЕПОСРЕДСТВЕННО ПЕРЕД ОТБЫТИЕМ ИЗ ПУНКТА ВЪЕЗДА НА АЭРОДРОМ ОТКРЫТОГО НЕБА, ЕСЛИ ЭТО ПРИМЕНИМО:
- (3) НЕПОСРЕДСТВЕННО ПЕРЕД ОТБЫТИЕМ С АЭРОДРОМА ОТКРЫТОГО НЕБА В ПУНКТ ВЫЕЗДА, ЕСЛИ ЭТО ПРИМЕНИМО:
- (4) НЕПОСРЕДСТВЕННО ПЕРЕД ОТБЫТИЕМ ИЗ ПУНКТА ВЫЕЗДА: ДА

F. ПРИМЕЧАНИЯ, КАСАЮЩИЕСЯ РЕЗУЛЬТАТОВ ПРЕДПОЛЕТНОЙ ИНСПЕКЦИИ И ДЕМОНСТРАЦИОННОГО ПОЛЕТА; ПРИЧИНЫ ЗАДЕРЖКИ, ЗАПРЕТА, ОТКАЗА ИЛИ ОТМЕНЫ ПОЛЕТА ИЛИ СВЯЗАННОЙ С ПОЛЕТОМ ДЕЯТЕЛЬНОСТИ; А ТАКЖЕ ДРУГИЕ ВАЖНЫЕ ФАКТЫ ОТНОСИТЕЛЬНО ПОЛЕТА, ВКЛЮЧАЯ СВЕДЕНИЯ О ТОМ, КТО ОСУЩЕСТВЛЯЛ ОБРАБОТКУ ФОТОПЛЕНКИ ИЛИ НОСИТЕЛЕЙ ИНФОРМАЦИИ:

s.19(1)

1. ПРЕДПОЛЕТНАЯ ИНСПЕКЦИЯ ПРОВЕДЕНА БЕЗ ЗАМЕЧАНИЙ.

2. НАБЛЮДАЕМАЯ СТОРОНА ПОСЛЕ СОГЛАСОВАНИЯ ПЛАНА МИССИИ УВЕДОМИЛА НАБЛЮДАЮЩУЮ СТОРОНУ О ТОМ, ЧТО В СООТВЕТСТВИИ С ПОСЛЕДНИМ NOTAM 151014 ОТ 200135ZДЕК15 ОСНОВНАЯ ПОЛОСА АЭРОДРОМА ГАЛИФАКС (CYNZ) 20 ДЕКАБРЯ 2015 ГОДА В ПЕРИОД С 13.00 ДО 20.00 UTC И 21 ДЕКАБРЯ 2015 ГОДА В ПЕРИОД С 11.00 ДО 21.00 UTC ЗАКРЫТА. В ЭТОЙ СВЯЗИ И УЧИТЫВАЯ НЕБЛАГОПРИЯТНЫЕ ПОГОДНЫЕ УСЛОВИЯ РОССИЙСКАЯ СТОРОНА БЫЛА ВЫНУЖДЕНА ОТКАЗАТЬСЯ ОТ ВЫПОЛНЕНИЯ ВТОРОГО УЧАСТКА НАБЛЮДАТЕЛЬНОГО ПОЛЕТА.

ПО СОГЛАСОВАНИЮ СТОРОН ДЛЯ ВЫПОЛНЕНИЯ МИССИИ ИСПОЛЬЗОВАЛСЯ ТОЛЬКО АЭРОДРОМ ТРЕТОН (CUTR).

НАБЛЮДАТЕЛЬНЫЙ ПОЛЕТ БЫЛ ПРЕКРАЩЕН 221705ZДЕК15 ПО ПОГОДНЫМ УСЛОВИЯМ ПОСЛЕ ПРОХОЖДЕНИЯ 8 ППМ.

3. ОБРАБОТКА МАТЕРИАЛОВ НАБЛЮДАТЕЛЬНОГО ПОЛЕТА И ИЗГОТОВЛЕНИЕ КОПИЙ ДЛЯ НАБЛЮДАЕМОЙ СТОРОНЫ БУДУТ ОСУЩЕСТВЛЕНЫ НА ПУНКТЕ ОБРАБОТКИ РОССИЙСКОЙ ФЕДЕРАЦИИ (КУБИНКА) В ПЕРИОД С 12 ПО 13 ЯНВАРЯ 2016 ГОДА.

G. ИМЯ СТАРШЕГО ЛЕТНОГО ПРЕДСТАВИТЕЛЯ ИЛИ СТАРШЕГО ПРЕДСТАВИТЕЛЯ:

А.ГРИДНЕВ _____

H. ИМЯ СТАРШЕГО БОРТКОНТРОЛЕРА:

С.КОЛАРД _____

I. ДАТА И ВРЕМЯ ПОДПИСАНИЯ ОТЧЕТА О МИССИИ: 222045ZДЕК15

6. ПРИМЕЧАНИЯ:

РОССИЙСКАЯ СТОРОНА ВЫРАЖАЕТ БЛАГОДАРНОСТЬ ГРУППЕ СОПРОВОЖДЕНИЯ КАНАДЫ ЗА ГОСТЕПРИИМСТВО.

7. КОНЕЦ СООБЩЕНИЯ ОН НОМЕР: OS/RU/15/XXXX/F14/O

s.19(1)

23 января 1994 г.



ПЛАН МИССИИ ОТКРЫТОГО НЕБА

1. НАБЛЮДАЮЩЕЕ(ИЕ) ГОСУДАРСТВО(А)-УЧАСТНИК(И): РОССИЙСКАЯ ФЕДЕРАЦИЯ

2. НАБЛЮДАЕМОЕ(ЫЕ) ГОСУДАРСТВО(А)-УЧАСТНИК(И): КАНАДА

3. ДАТА И ВРЕМЯ ПРЕДСТАВЛЕНИЯ ПРЕДЛАГАЕМОГО ПЛАНА МИССИИ: 191450ZДЕК15

4. СОГЛАСОВАН ЛИ ОКОНЧАТЕЛЬНЫЙ ПЛАН МИССИИ? (ДА/НЕТ) _____

5. ЕСЛИ НЕТ И ЗАПРОС НА ПОЛЕТ ОТКЛОНЕН, УКАЖИТЕ ПРИЧИНЫ, ПОЧЕМУ? _____

6. ДАТА И ВРЕМЯ ОКОНЧАТЕЛЬНОГО ПРИНЯТИЯ/СОГЛАСОВАНИЯ ПЛАНА МИССИИ: 192030ZДЕК15

7. ПРЕДСТАВИТЕЛЬ(И) НАБЛЮДАЮЩЕГО(ИХ) ГОСУДАРСТВ(А)-УЧАСТНИКА(ОВ)

ФАМИЛИЯ: _____ А.ГРИДНЕВ

ПОДПИСЬ: _____

8. ПРЕДСТАВИТЕЛЬ(И) НАБЛЮДАЕМОГО(ЫХ) ГОСУДАРСТВ(А)-УЧАСТНИКА(ОВ)

ФАМИЛИЯ: _____ С.КОЛАРД

ПОДПИСЬ: _____

ПРИЛОЖЕНИЕ К ПЛАНУ МИССИИ ОТКРЫТОГО НЕБА

УЧАСТОК №: 1

АЭРОДРОМ ВЫЛЕТА:

АЭРОДРОМ ПОСАДКИ:

РАСЧЕТНОЕ ВРЕМЯ
ВЫЛЕТА: 201450ZДЕК15

ТРЕНТОН (СУТР)

ГАЛИФАКС (СУНЗ)

ОБЩАЯ ДАЛЬНОСТЬ
ПОЛЕТА: 1631.5 км

КООРДИНАТЫ: 44.07.08N, 077.31.41W

КООРДИНАТЫ: 44.52.52N, 063.30.31W

ПРИМЕЧАНИЯ: После взлета будет выполнен набор высоты над КТА ТРЕНТОН (СУТР).
Время начала миссии – 201500ZДЕК15.
При отклонении от маршрута полета аппаратура наблюдения применяться не будет.
Над ППМ №№ 22 и 23 будут выполнены петлеобразные развороты.

1	2	3	4	5	6	7	8	9			10
Отрезок №	Конечная широта, (град мин сек.)	Конечная долгота, (град мин сек.)	Истинная воздушная скорость, км/час	Расчетное время миссии, (мин.)	Превышение рельефа E (м/футы)	H min (м/футы)	Желательные абс. высота/ эшелон полета (м/футы)	Согласованные			Разрешенные аппаратура наблюдения / сочетания носителей информации
								Абс. высота (м/футы)	Абс. высота крейс полета (м/ футы)	Эшелон полета	
1	44.14.29N	076.25.28W	550	00.09.42	122/401	2186/7177	2308/7577	8000			RU-OF_2224
2	44.57.33N	076.08.16W	550	00.18.45	154/506	2186/7177	2340/7682	8000			RU-OF_2224
3	45.16.43N	076.09.13W	550	00.22.37	160/525	2186/7177	2346/7702	8000			RU-OF_2224

4	45.28.27N	075.29.53W	550	00.28.41	142/466	2186/7177	2328/7643	8000			RU-OF_2224
5	45.37.46N	074.37.55W	550	00.36.17	130/427	2186/7177	2316/7603	8000			RU-OF_2224
6	45.38.37N	074.17.58W	550	00.39.06	101/332	2186/7177	2287/7508	8000			RU-OF_2224
7	45.30.52N	074.07.30W	550	00.41.15	182/598	2186/7177	2368/7774	8000			
8	45.30.23N	073.22.43W	550	00.47.36	204/670	2186/7177	2390/7846	8000			RU-OF_2224
9	45.39.51N	072.49.01W	550	00.52.44	345/1133	2186/7177	2531/8309	8000			RU-OF_2224
10	46.53.56N	071.05.25W	550	01.13.33	154/506	2186/7177	2340/7682	8000			RU-OF_2224
11	47.48.12N	069.31.07W	550	01.30.29	541/1776	2186/7177	2727/8953	9000			RU-OF_2224
12	47.29.00N	068.27.17W	550	01.40.00	481/1579	2186/7177	2667/8756	9000			RU-OF_2224
13	47.15.50N	067.13.08W	550	01.50.29	425/1395	2186/7177	2611/8572	9000			RU-OF_2224
14	46.06.56N	066.55.09W	550	02.04.38	518/1701	2186/7177	2704/8877	9000			

15	45.48.54N	066.25.07W	550	02.10.12	183/601	2186/7177	2369/7777	8000		RU-OF_2224
16	45.11.43N	065.58.39W	550	02.18.36	294/965	2186/7177	2480/8142	8000		RU-OF_2224
17	44.58.30N	064.52.07W	550	02.28.28	177/581	2186/7177	2363/7758	8000		RU-OF_2224
18	44.21.52N	064.40.15W	550	02.36.03	245/804	2186/7177	2431/7981	8000		RU-OF_2224
19	44.09.55N	064.39.48W	550	02.38.28	122/401	2186/7177	2308/7577	8000		RU-OF_2224
20	44.01.23N	064.43.36W	550	02.40.17	65/213	2186/7177	2251/7390	7000		RU-OF_2224
21	44.18.14N	064.16.03W	550	02.45.32	61/200	2186/7177	2247/7377	7000		RU-OF_2224
22	44.30.25N	063.29.31W	550	02.52.41	30/98	2186/7177	2216/7275	7000		RU-OF_2224
23	44.44.05N	063.39.25W	550	03.00.48	91/299	2186/7177	2277/7475	7000		RU-OF_2224
24	44.52.52N	063.30.31W	550	03.07.59	143/469	2186/7177	2329/7646	8000		RU-OF_2224

ПРИЛОЖЕНИЕ К ПЛАНУ МИССИИ ОТКРЫТОГО НЕБА

УЧАСТОК №: 2

РАСЧЕТНОЕ ВРЕМЯ
ВЫЛЕТА: 211420ZДЕК15

ОБЩАЯ ДАЛЬНОСТЬ
ПОЛЕТА: 1880.2 км

АЭРОДРОМ ВЫЛЕТА:

ГАЛИФАКС (СУНЗ)

КООРДИНАТЫ: 44.52.52N, 063.30.31W

АЭРОДРОМ ПОСАДКИ:

ГАЛИФАКС (СУНЗ)

КООРДИНАТЫ: 44.52.52N, 063.30.31W

ПРИМЕЧАНИЯ: После взлета будет выполнен набор высоты над КТА ГАЛИФАКС (СУНЗ).
Время начала работы – 211430ZДЕК15
При отклонении от маршрута полета аппаратура наблюдения применяться не будет.
В ППМ №№ 10 и 13 будут выполнены петлеобразные развороты.
В ППМ № 17 будет выполнен сход с маршрута и сделан транзитный перелет без применения аппаратуры наблюдения на аэродром для дозаправки ГАЛИФАКС (СУНЗ).

1	2	3	4	5	6	7	8	9			10
Отрезок №	Конечная широта, (град.мин.сек.)	Конечная долгота, (град.мин.сек.)	Истинная воздушная скорость, км/час	Расчетное время миссии, (мин.)	Превышение рельефа E (м/футы)	H min (м/футы)	Желательные абс. высота/ эшелон полета (м/футы)	Согласованные			Разрешение аппаратура наблюдения / сочетания носителей информации
								Абс. высота (м/футы)	Абс. высота крейс. полета (м/ футы)	Эшелон полета	
1	45.27.38N	063.26.51W	550	00.07.02	143/469	2186/7177	2329/7646	8000			RU-OF_2224
2	45.38.13N	062.34.04W	550	00.14.48	304/998	2186/7177	2490/8175	8000			RU-OF_2224

3	46.15.33N	062.31.30W	550	00.22.21	64/210	2186/7177	2250/7387	7000		RU-OF_2224
4	47.18.58N	062.05.57W	550	00.35.39	60/197	2186/7177	2246/7374	7000		
5	48.36.23N	058.48.33W	550	01.06.35	160/525	2186/7177	2346/7702	8000		RU-OF_2224
6	48.30.57N	058.28.04W	550	01.09.32	343/1126	2186/7177	2529/8303	8000		RU-OF_2224
7	48.01.36N	056.55.05W	550	01.23.23	510/1674	2186/7177	2696/8851	9000		
8	47.52.53N	056.30.12W	550	01.27.11	305/1001	2186/7177	2491/8178	8000		RU-OF_2224
9	47.08.53N	055.07.04W	550	01.41.35	308/1011	2186/7177	2494/8188	8000		RU-OF_2224
10	47.12.50N	053.58.30W	550	01.51.02	103/338	2186/7177	2289/7515	8000		
11	47.52.03N	054.00.37W	550	02.03.55	118/387	2186/7177	2304/7564	8000		RU-OF_2224
12	48.13.21N	053.56.33W	550	02.08.16	272/893	2186/7177	2458/8070	8000		RU-OF_2224

13											
	48.57.04N	054.28.23W	550	02.18.04	174/571	2186/7177	2360/7748	9000			
14											
	48.55.45N	055.52.04W	550	02.34.14	469/1540	2186/7177	2655/8716	9000			RU-OF_2224
15											
	48.56.51N	057.49.23W	550	02.49.48	627/2058	2186/7177	2813/9235	8000			
16											
	48.57.03N	058.03.41W	550	02.51.42	280/919	2186/7177	2466/8096	8000			RU-OF_2224
17											
	48.49.32N	063.30.31W	550	03.35.08	639/2098	2186/7177	2825/9274	8000			
18											
	44.52.52N	063.30.31W	800	04.08.00	328/1077	2186/7177	2514/8253			240	

ПРИЛОЖЕНИЕ К ПЛАНУ МИССИИ ОТКРЫТОГО НЕБА

УЧАСТОК №: 3

АЭРОДРОМ ВЫЛЕТА:

АЭРОДРОМ ПОСАДКИ:

РАСЧЕТНОЕ ВРЕМЯ
ВЫЛЕТА: 221410ZДЕК15

ГАЛИФАКС (CYNZ)

ТРЕНТОН (CYTR)

ОБЩАЯ ДАЛЬНОСТЬ
ПОЛЕТА: 1863.1 км

КООРДИНАТЫ: 44.52.52N, 063.30.31W

КООРДИНАТЫ: 44.07.08N, 077.31.41W

ПРИМЕЧАНИЯ: После взлета будет выполнен возврат на маршрут в ППМ № 1 без применения аппаратуры наблюдения.
При отклонении от маршрута полета аппаратура наблюдения применяться не будет.
В ППМ № 14 будет выполнен петлеобразный разворот.

1	2	3	4	5	6	7	8	9			10
Отрезок №	Конечная широта, (град.мин.сек.)	Конечная долгота, (град.мин.сек.)	Истинная воздушная скорость, км/час	Расчетное время миссии, (мин.)	Превышение рельефа Е (м/футы)	Н min (м/футы)	Желательные абс. высота/ эшелон полета (м/футы)	Согласованные			Разрешенные аппаратура наблюдения / сочетания носителей информации
								Абс. высота (м/футы)	Абс. высота крайс. полета (м/ футы)	Эшелон полета	
1	48.49.32N	063.30.31W	750	00.32.52	328/1077	2186/7177	2514/8253			250	
2	48.45.41N	064.33.31W	550	00.41.17	86/282	2186/7177	2272/7459	7000			RU-OF_2224
3	48.31.08N	068.03.53W	550	01.09.31	687/2255	2186/7177	2873/9432	8000			
4											

	48.28.03N	068.38.02W	550	01.14.08	216/709	2186/7177	2402/7886	8000		RU-OF_2224
5	48.21.10N	070.38.27W	550	01.30.20	478/1569	2186/7177	2664/8746	8000		
6	48.18.26N	071.15.11W	550	01.35.18	184/604	2186/7177	2370/7781	8000		RU-OF_2224
7	48.03.13N	077.50.23W	550	02.28.37	539/1770	2186/7177	2725/8946	10000		RU-OF_2224
8	46.16.32N	079.28.24W	550	02.54.01	471/1546	2186/7177	2657/8723	9000		RU-OF_2224
9	45.05.10N	079.55.08W	550	03.08.56	375/1231	2186/7177	2561/8408	8000		
10	44.29.39N	079.56.20W	550	03.16.06	301/988	2186/7177	2487/8165	8000		RU-OF_2224
11	44.13.06N	079.53.55W	550	03.19.28	253/831	2186/7177	2439/8007	8000		RU-OF_2224
12	43.48.54N	079.53.37W	550	03.24.21	373/1225	2186/7177	2559/8401	8000		
13	43.28.44N	079.53.26W	550	03.28.26	299/982	2186/7177	2485/8158	8000		RU-OF_2224
14	43.13.22N	079.55.11W	550	03.31.33	276/906	2186/7177	2462/8083	8000		RU-OF_2224
15										

	43.31.31N	079.36.08W	550	03.41.23	228/749	2186/7177	2414/7925	8000			RU-OF_2224
16	43.51.13N	079.00.24W	550	03.47.57	175/575	2186/7177	2361/7751	8000			RU-OF_2224
17	43.59.44N	077.54.02W	550	03.57.45	147/483	2186/7177	2333/7659	8000			RU-OF_2224
18	44.07.08N	077.31.41W	550	04.01.20	183/601	2186/7177	2369/7777	8000			RU-OF_2224

